

INFORMATION REPORT

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COUNTRY **Poland**

REPORT

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SUBJECT **Swinoujscie Port Facilities**

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THE SOURCE EVALUATIONS IN THIS REPORT ARE DEFINITIVE.
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(FOR KEY SEE REVERSE)

1. Swinoujscie (Swinemuende) is the outer basin for the port of Szczecin (Stettin). All ships which want to enter the Szczecin harbor from the Baltic Sea must pass through the Swinoujscie basin. Once past the Swinoujscie basin, a ship enters the "Kaiser-Fahrt" and this takes a ship into the Szczecin port. 25X1
2. Swinoujscie is the pilot station at which a pilot comes aboard to take a ship into Szczecin harbor. The Swinoujscie lighthouse and pier were not damaged during World War II and these facilities are currently in use.
3. Swinoujscie was built up prior to 1939 as a German naval base, and the facilities which were built in this period suffered very little damage during the war. The Soviets have taken advantage of these facilities and have used Swinoujscie as a naval base for a part of the Soviet Baltic fleet. This port is the Baltic base for the Soviet small and large mine-layers, patrol torpedo boats, and tank-landing vessels. There is also one German -type destroyer which is stationed in the Swinoujscie harbor. This destroyer is the largest Soviet ship in the port. The entire harbor has so many Russians in it that it looks like a Soviet naval base rather than a Polish harbor.
4. On the way from Swinoujscie toward Szczecin there is a complex of warehouses and a ship basin located on the right-hand side of the Kaiser-Fahrt, approximately three kilometers from Swinoujscie. This base has four large cranes on the sides of the basin.
5. There are no evidences of Polish naval units being stationed in Swinoujscie. The Poles at Swinoujscie are employed at a fishery and at the harbor facilities as longshoremen.
6. As the barge port of Szczecin can only be used by ships which do not have a draught of over eight meters, the Poles have built a new basin directly

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across the Swine River from Szczecin on the east bank. This new port facility was put into use by the Poles during July 1953. The harbor basin can be used by ships of up to 15,000 tons. This basin has two large cranes in it which are of Czechoslovakian production. This basin has direct rail contact with the Wollin line. It is capable of handling three thousand tons of cargo per eight-hour day. The cargo unloaded here is generally ore and phosphate.

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7. The Kaiser-Fahrt from Swinoujscie to Szczecin is in bad shape because the Poles have allowed the canal banks to fall in and block up the main channel. In July 1954, the Poles initiated a project to dredge this canal so that it would be capable of accommodating ships with a draught of ten meters.

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